The best history of the War with Spain will be found in THE NATIONAL TRIBUNE, from week to week.

National Tribune.

"To care for him who has borne the battle, and for his widow and orphans."

ESTABLISHED 1877—NEW SERIES. WASHINGTON, D. C., THURSDAY, MAY 5, 1898.—TWELVE PAGES. VOL. XVII—NO. 30—WHOLE NO. 873.

Reproduced from "All Hands," by permission.

A LANDING IN FORCE.

There are many intense moments in naval warfare—minutes in which men feel that they are living whole years—but none are more vivid in their intensity than when it is decided to make a forceful descent upon an enemy's shores. This is taking Jack off his native element, to "play soljer" on land, with weapons and manuvers, which are not natural to him, much as he may have been drilled in and with them. It is an exciting experience, however, which he enjoys, and which wakes up every faculty to keenest pitch. There is always a tense exaltation about coming to close quarters with an enemy, and boarding him in his very den. Jack takes up his rifle, belts on his cartridges, and tumbles into his boat, eager to be with the foremost. He does not know what he has to encounter. No one does. His officers have been anxiously asking themselves that question for hours, as they scanned the shore through powerful glasses, trying to determine whether the enemy be there in force or not, and whether the calm trees and the quiet thickets may not screen an overwhelming array, lying very low, to lure them into a position where they can be destroyed without hope of succor. Jack and his immediate commanders are less disturbed about this than the gentlemen on the quarter-deck. They have the greatest confidence in themselves and their officers, and in their ability to take care of anything that they may encounter.

Nevertheless, they neglect no precautions. Back of them lie their ships, as near inshore as they can get, covering the landing with their heavy guns. The boats, filled with the sailors, form a long line, and are rowed toward the shore, keeping carefully their alignment, that all may reach the landing at the same time. In the bow of each is a gatling or some other quick-firing gun, trained ready to sweep the shore. All is intense expectancy, for there is no telling what instant a withering volley may flash out the mysterious dunes and copses. The instant the keels graze the sand in the shallowing water everyone drops his oar, snatches up his rifle, and leaps out, and the beach is flooded with armed, eager men.

American sailors have landed with brilliant success on the shores of Algiers, Tunis, Tripoli, Mexico, Central and South America, Africa, China, Korea, Japan, Malay, Formosa, and elsewhere. They have encountered all manner of enemies, from civilized troops, armed with cannon and muskets, to barbarians, with spears, slings and poisoned arrows. They have taken castles and forts, as well as savage defenses, and wherever they have landed they have fought so as to reflect glory on the Star Spangled Banner.

A WEEK OF WAR.

Great Naval Victory in the Philippines.

Commodore Dewey's Squadron Destroys the Spanish Fleet at Manila—Latest Reports Indicate that the City is Ours—Doings of the Blockading Squadron and the Army.

WEDNESDAY, APRIL 27.

The weather off Habana was very fine, and almost too cold for white uniforms. It was reported that the city was being felt, and the blockade was becoming every day more effective.

The monitor Terror took the Ambrosio Bolivar, a Cuban coaster, which had on board $70,000 in silver, 700 casks of wine, and a large cargo of bananas.

The Naval Cadet temporarily in command of the torpedo-boat Cushing, tried to "show off some of her fine points," and disabled one of her engines. The New York "yellow journals" got out a lot of sensational stuff about this being the result of a conflict with a Spanish gunboat.

The New York, Puritan, and Cincinnati bombarded the forts at Matanzas. The engagement began at 12:45 and closed at 1:15.

For some days the Cincinnati, which has been blockading the port, noticed that large bodies of men were erecting new batteries on a low, sandy point that runs out near the entrance to the port. A report was sent to Admiral Sampson, with a notification that the Dupont had been fired on by a concealed battery.

The Admiral on the flagship New York left his cruising ground and proceeded toward Matanzas. He found there the monitor Puritan and the cruiser Cincinnati, which have been blockading the port.

The Admiral decided to make a reconnoissance in force for the purpose of locating the batteries, discovering the kind of guns they mounted, and, if possible, stopping the work of fortifying.

Matanzas lies at the head of a bay about four miles from the sea. This bay at its mouth is three miles wide. On the west side of the bay is Point Rubalcava and on the east side Point Maya.

The New York led the way into the bay. The Puritan was a few hundred yards astern on the port side, and the Cincinnati remained behind a slightly greater distance astern on the starboard side. Not a human being could be seen on shore.

Suddenly a small battery on the eastern side of the bay opened fire on the New York. Two shells fell short of the vessels.

The range of the east battery was nearly 7,000 yards, but the flagship promptly opened fire with one of her 8-inch guns. The engagement in a few minutes became general.

The New York steamed quickly in and circled to the westward toward Point Rubalcava, while the Puritan swung to starboard to engage the Maya battery, which was the more formidable.

The target practice of the flagship was an inspiring sight. At every shot from her batteries clouds of dust and big pieces of stone showed where the Spanish forts were suffering.

The New York soon reduced the range from 7,000 to 3,000 yards, and was tossing shells into Rubalcava at the rate of about three a minute with wonderful precision.

In the meantime the Puritan was taking care of Point Maya. It was so well masked that the only target was the infrequent smoke from the battery. But when the Puritan got the range her shells burst every time within the fortification and great was the explosion thereof.

All this time the Cincinnati had remained out of action. Capt. Chester himself signaled for permission to engage, and it was granted by the flagship. The Cincinnati steamed up to within 2,000 yards, broadside on, and almost immediately her guns were at work.

For 20 minutes the rain of shot and shell on the flimsy batteries continued, when they were practically silenced.

The New York was just giving the signal to retire when one defiant shot was fired from Rubalcava. One of the big guns on the Puritan followed back. It was the best shot of the day. It struck the battery just where the gun was, tore its way into the earthworks and exploded, doing great destruction.

Not a shell had struck one of the vessels, but there had been three narrow misses of the New York. The Spanish fired shrapnel once, which had burst above the ship, a shell had struck just fore of her and another struck just aft. The fact that the Spaniards failed to strike such a large target as the New York was taken as evidence that they are not good marksmen.

Our fleet threw probably 100 shells during the engagement, while the batteries did not shoot probably more than 25 times.

There were no casualties on the American side.

Great damage is known to have been done to Matanzas, and it is believed there was loss of life.

It has been reported that 60 Spaniards were killed or wounded.

Telegrams from Madrid say that the Americans "were obliged to retreat"; admit that "several men were killed," and that "some damage was done to the town," also saying that the "American loss is not known."

The Navy Department was annoyed and the Spanish delighted by the report that the Spanish steamer Montserrat, with 1,000 soldiers, three millions in silver, and a quantity of arms and ammunition, had landed at Cienfuegos. This is the most unwelcome news received in Washington since the blockade of Cuba began. It is the theory of the Navy Department, apparently well founded, that the Montserrat got into port before the blockade was in full operation. She left Las Palmas April 13 and the blockade at Cienfuegos was hardly completed before the 23d instant.

Spaniards of Chile and Peru are said to be fitting out cruisers which will be presented to Spain to be used for privateering purposes in the Pacific Ocean.

Congress is not expected to adjourn until after the war is over. Recesses will doubtless be taken, but they will be for short periods, so that Senators and Representatives can be quickly summoned to Washington. The reason for a continuous session is self-evident. At any moment some occasion may arise for the prompt enactment of necessary legislation relating to the conduct of the war.

The Spanish Cortes went in full state to visit the Queen Regent and reply to the speech from the throne.

It was reported that a Spanish gunboat had captured the American bark Saranac, loaded with coal, near Manila.

THURSDAY, APRIL 28.

It was decided at the War Department to begin active preparations for an immediate descent upon the Cuban coast with a force of not less than 6,000 men, infantry, artillery, and cavalry, and to carry a large supply of rifles, cartridges, and general munitions of war for the troops of Gomez and Garcia.

Transports for the troops have been chartered by the War Department for a period of 30 days. The transports consist of combined passenger and freight steamers. They are the Aransas, the Florida, the Olivette, the Comal, the Alamo, the Alleghany, the Miller, and the Berkshire. These vessels will carry from 500 to 1,200 passengers each, and the tonnage of every one of them is over 2,000.

The vessels are all in first-class condition, are among the best craft owned by the Merchants and Miners' Dispatch Company, the New York and Texas Steamship Company, and the Southern Pacific Steamship Company. They have been placed under the direction of the Quartermaster-General of the Army. The price paid by the Government is from $350 to $500 each per day during the continuance of the contract.

The Cubans report that they will have about 5,000 men ready to go to the island about the same time, under Gens. Nunez, Castillo, Sanguilly, Laeret, and others.

The number of applications made at the Junta by Cubans willing to enlist is enormous. Several hundreds are already enlisted in New York, but in the Southern States, especially in Florida, they amount to thousands.

Cubans who speak English well will go with the Regulars as members of the staffs, to serve as interpreters in case of need. Gen. Miles has already accepted the services of many of them for that purpose.

London dispatches from Madrid say that the effect of the war on the prices of food is beginning to be felt acutely. An impending rise in the price of bread in Madrid and the Provinces is announced.

The manufacturers at Palma, Majorca, have been compelled to reduce their work and discharge many employees. Thousands of artisans and their families are in distress. Also, the run on the provincial branches of the Bank of Spain continues. It is supposed to be a plot by American bankers to ruin Spanish credit. In some towns the students and mobs have prevented the public entering the banking-houses to change the notes.

The factions in the Cortes threaten to greatly embarrass the Ministry in its war policy.

The monitor Terror made the most important capture of the blockade so far. It was the Spanish steamer Guido, bound from Coruna to Havana with a cargo of provisions and money for the Spanish army. Her crew numbered 35 men.

When the Terror fired a blank shot the Guido put out all her lights and tried to run away. Four shots were fired from the Terror's 6-pounders, all of which hit the ship.

The Machias, which was some distance away when the firing began, came up and brought her 4-inch rifle into play, but failed to hit.

The distance between the two ships was two miles, and the Terror's guns put every shot where they wanted them. The sea was very rough and they only wanted to hit the superstructure so as not to sink the vessel.

The first shot struck the pilot-house and carried away a portion of it, wounding Quartermaster Manuel Rivas. The second carried away a big lifeboat, the third hit the pedestal on which stands the compass, and the whole thing was thrown into the sea. The fourth shot carried away considerable rigging. At such a distance, and at night, the marksmanship was superb. Only the 6-pound guns were used.

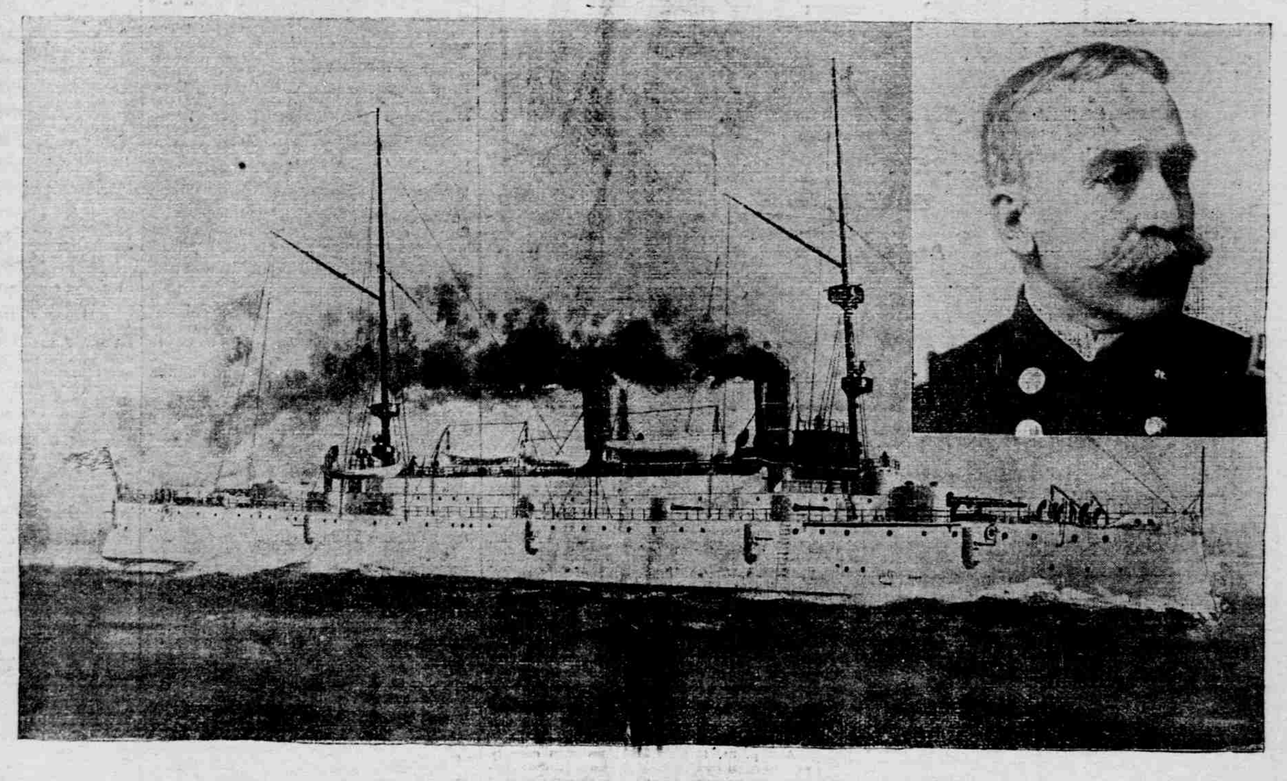
FRIDAY, APRIL 30.

It was announced that the great American sailing ship Shenandoah, which had repeatedly been reported as captured by the Spaniards, had arrived safely at her destination.

The City of Paris arrived safely off New York.

The Spanish fleet left the Cape Verde Islands, sailing westerly. Later in the day the transports and the torpedo boats returned. The latter had been injured by collisions shortly after putting to sea. They afterward put out again, sailing northerly. The belief was that it had been found impossible to take them across the ocean, and they had been sent home.

Some anxiety was felt in Washington lest



COMMODORE GEORGE DEWEY AND HIS FLAGSHIP, THE OLYMPIA.

Commodore George Dewey, Acting-Rear Admiral, in command of the Asiatic squadron, who won the first battle of the war, off Manila, is a Vermont Yankee. He is 61 years old, and was appointed to the Naval Academy from his native state in September, 1854. He had completed his course, therefore, just in the nick of time to get a little sea experience and be ready for the War of the Rebellion. Upon graduation he was sent on board the steam frigate Wabash on a cruise to the Mediterranean. He got his commission as Lieutenant in April, 1861, eight days after Fort Sumter was fired upon—and was immediately assigned to duty on board the Mississippi, Capt. Melancthon Smith, with the West Gulf Squadron. He was on board his ship with Farragut's fleet when the entrance to the Mississippi River was forced, and participated in the bombardment of Fort St. Philip in April, 1862.

The ship was hotly engaged not only with the fort, but was attacked by the ram Manassas, which tried to sink her. The ram made for her, but succeeded only in giving her a glancing blow, which did not sink her, and she staid in the fight, passing the forts and going up to the city.

In her next fight, in which Lieut. Dewey was a participant, the Mississippi got into a hot place and was lost. It was at the assault on the batteries at Port Hudson in March, 1863.

Dewey was next attached to the steam gunboat Agawan, of the North Atlantic blockade squadron, and took part in both attacks made on Fort Fisher in December, 1864, and January, 1865. In March, 1865, he got his commission as Lieutenant-Commander, and served on the old Kearsage and the Colorado, the flagship of the European squadron, until 1868, when he was sent for service to the Naval Academy.

His first command was in 1870, when he was given the Narragansett. He became a Commander in 1872, still on the Narragansett, and was engaged in making a survey on the Pacific Coast until 1876, when he was made Lighthouse Inspector, and later Secretary of the Lighthouse Board, stationed in Washington.

In 1882 to 1883 he commanded the Juniata on the Asiatic station, and in 1884 was advanced to the grade of Captain and placed in command of the Dolphin.

Next year he was sent to command the flagship Pensacola, of the European squadron, and staid there until 1888, when he became Chief of the Bureau of Equipment and Recruiting, with the rank of Commodore. He got his commission as Commodore in February, 1896.

Personally he is a man of striking appearance, although rather below medium hight and of stocky build. There is an air of alertness about him which suggests a banker or merchant, as much as a sailor. He has quick, black eyes, swarthy complexion and iron-gray hair and mustache. There is an air of business about him which bespeaks earnestness of purpose and firmness of character. He has been a widower for about 20 years.

The cruiser Olympia, which is Admiral Dewey's flagship, is one of the crack vessels of the American Navy. She has been commented upon by naval critics abroad as being the best example of her class afloat, combining high speed, a moderate amount of protection, very large coal capacity and heavy battery. She is not armored, but has a steel protective curved deck over boilers and magazines. She has a speed of 21 knots per hour, with a displacement of 5,870 tons. She is 340 feet long, with a breadth of 51 feet and mean draft of 21 feet 6 inches. Her engines developed a horse-power of 17,213. She has twin screws. Her main battery consists of four 8-inch breech-loading rifles and 10 5-inch rapid-firing guns. Her crew embraces 34 officers and 395 men. She was built in 1893 at the Union Iron Works, in San Francisco, Cal., at a cost of $1,796,000. She has never been on the Atlantic Ocean. She is commanded by Capt. Chas. V. Gridley.